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2. On 11 January, about 15 empty flatcars, coming from the direction of Lirow, proceeded into the Wechlin restricted area via Ellerholz.
- [REDACTED]
- The railroad employee asked that an additional baggage car be coupled to each scheduled passenger train until further notice. He said that this was necessary because of the many boxes sent by the Russians to Frankfurt/Oder. (2)

4. The morning of 10 January, 12 jet aircraft, three single-engine, low-wing monoplanes, and two biplanes were observed at Iaerz (U 54/U 33) airfield. There was only little flying with jet planes. Eight tank truck trailers were seen in front of an open garage in the Techlin restricted area. With few exceptions the barracks installations in the restricted area were lighted at dusk.

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6. On 17 January, from 10:30 a.m. to 4:30 p.m., Iaerz airfield was observed from its western and southern border. Forty-five jet fighters with swept-back wings, three fighters with radial engines, and one biplane were parked at the field. (5) The aircraft parked at the southeastern side of the field

(6) With visibility about 6 km, two jet fighters took off and headed west at 11:58 a.m. They did not return to the field. From 11 a.m. to 12:15 p.m. a fighter plane with radial engine circled the field. The plane was flown by a different pilot each time it took off. No refueling took place during the flying.

7. The jet fighter with swept-back wings had a circular air intake, which was not protected by a wire grate; the wings were set slightly above the lower edge of fuselage. The rear part of the rudder assembly was not attached to the fuselage so that there was a small gap visible there. The nose wheel retracted straight back. The slanting cabin began forward of the leading edge of the wings and was faired into the fuselage aft of the leading edge. No antenna installation was seen. (7)
8. The radar set with ears previously reported was still at the same place at the Rechlin airfield. (8) The set did not rotate between 10:30 and 11 a.m. There was no change in the radio installations set up at the field.
9. Three crates containing unassembled jet planes with swept-back wings were standing between the railroad line and the western edge of the field, near the assembly shops. (4) It was observed from a distance of about 20 meters that the crates measured about  $7 \times 2 \times 2\frac{1}{2}$  meters. They had a bulge on each side of their lower forward section and were mounted on skids. The front section of one of the crates had been removed. It could be seen that the fuselage, with installed engine and airfoil sockets about one meter long, was packed in the crate. The two wings were arranged parallel to the fuselage in the upper third of the crate. The tail units were disassembled and placed in the rear part of the crate, but their position could not be exactly determined. The front wall of each crate was provided with a little glass opening. There was a space of about 2 meters between the nose of the fuselage and the front wall of the crate. One such crate was being pushed by soldiers to the assembly place. (9)
10. The fuselage of a jet fighter was suspended from an assembly crane standing in the southwestern corner of the field. The wings and tail assembly of the plane were resting on supports on both sides of the fuselage. The engine cowlings, two separate metal sheets, fitted above and below the wings, were opened. The cowlings extended from a point forward of the leading edge of the wings to a point about 1 meter aft of the trailing edge. The cowlings at the bottom and the sides of the engine make it possible to work on it. Twelve men were assembling the aircraft.
11. Three jet fighters with swept-back wings were seen refueling from tank trucks at the southwestern corner of the airfield. The filler neck of the fuel tank of the plane was located aft of the cabin. The time required for fueling could not be determined.
12. Five spotlights facing east were still at the western end of the long runway. A little hut had been erected about 100 meters north of the western end of the runway, at the construction site which was previously reported. Two wooden poles about 3 meters high with a red light on their tops were seen on the roof of the hut. Antennas were not seen. No fuel dump was identified at the field. Tank trucks were seen hauling gasoline from the barracks installations in Rechlin to the airfield.

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- (1) Comments. [redacted] two fighter regiments stationed in Laerz. The regiments were last confirmed there in November 1950. [redacted]
- (2) To date there are no indications of an imminent transfer of units from Laerz to the U.S.S.R. The fighter regiments in Laerz were confirmed there [redacted] up to 30 January 1951.
- (3) Major Mitovshenko, (fnu), was previously reported [redacted] His assignment has not been clarified. It is believed that he was attached to the SCC. 25X1
- (4) This statement indicates that additional jet planes were shipped to Laerz in crates.
- (5) The number of aircraft observed indicates that there was no change in the occupation of the field, which is still believed to be occupied by two fighter regiments.
- (6) [redacted] 25X1
- (7) On the basis of this description it is believed that the planes were Mig-15s. There are no indications of technical modifications.
- (8) The radar set is operated by the headquarters of a fighter division in Rechlin.
- (9) Details on the packing of a jet plane in a crate are reported for the first time. It appears improbable that a jet plane is shipped in only one crate.
- [redacted]

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